

TEXT_ISH5_Session3_21012021

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Good afternoon, ladies and gentlemen, welcome back to this set of issues specific hearings number five and two socio economic issues. My name is Richard Smith, and I'm the lead member of these panels. And before we go any further, I'll just ask briefly for confirmation from the case team that I can be heard and that the live streams and the recordings have been started

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to confirm that I can hear you and that the live streams have started.

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Thank you very much, Mr. Williams. In which case and we will very shortly resume with agenda item three at the conclusion of that will return to the applicant Mr. Hockley will lead that, just before we do, however, I will, again emphasise that we have had across the team leading the examinations, a considerable number of it related issues this morning, some repair works have gone on over the break, which we hope mean that these are broadly resolved. However, if any individuals have failed at any point this morning, or indeed yesterday, when looking back at it, certain of them were affecting us too, that they were not introduced as promptly as they would wish on matters where they should have been.

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It is the system that has let us down. And hopefully as I say these issues are now resolved. So Mr. Hockley returning to you.

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Thank you very much, Mr. Smith. Good afternoon, everybody. And so yes, if we could recommend, please, we've heard from the interested parties, such as parties on item free a, was there anything that the applicant wanted to come back on? This time before we move on to free B, please?

01:46

Yes, good afternoon, sir. Colin and some of the applicants, I will be exceptionally brief. I've just got two maps of when to come back on. The first is Mr. Montes comments about effectively, the number of apprentices. I think Mr. Jordan confirmed this morning, that in respect of East Anglia, one or two with SPR in the first year of the scheme, and six with a Siemens, who are the om service provider. And just to say that it was very deliberate that the focus on delivering these apprentices well within the long term jobs in the locality, and seeking to stimulate the skills to be able to service that sector. And it seems perfectly right to have that priority. Second point, I'll be very brief. Again, it's just to say that the whole issue about skills and training is not just about supplying staff effectively for future applicants operations, but also supporting the development of the UK supply chain, which is absolutely critical.

And I'm not going to go in depth on that. We will cover it in our written submission. But that all feeds into that UK supply chain development, which is a clear government priority. And where Bay's have set out the benchmarks and monitored and we'll address that in our submissions. But I just wanted to make that point that this isn't an isolation, it sits with an override a policy objective to which industry players are playing their part to see how it can be stimulated and supported, and how that UK content can be increased. And we'll address that in writing. Apart from that I've nothing further to add at this stage. So thank you. Thank you very much, Mr. Ennis. So we can move on to item three B, which considers potential economic benefits including possible combination of effects both during operation and construction. My questions in these areas are largely based on two reports. That's the bigger economics report produced for the Africans a deadline one and the Suffolk coast dmo report. So my plan in this section is to ask those questions. First, the bigger economy economics report obviously of the African Suffolk coast dmo report of the applicant and of the dmo themselves, and then we'll move on to other parties.

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So if I could summarise the bigger economics report, note firstly and correct me if I'm wrong. This the applicant obviously, this report aims to review the effects upon tourism and visitor spending in areas where offshore wind farms have been built previously, and finds no relationship between tourism visitor spending a tourism related employment and the construction phase of 11. stated to be comparable offshore wind farm developments. The data used for the no concerns tourism related employment, as this is stated to be more reliable than visitor spending. citing a study from Deloitte and Oxford economics from 2013 and tourism related employment uses the uses include the accommodation and food services sector including hotels, bars, bed and breakfast.

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campsites, cafes and restaurants.

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Paragraph 19 of the report states if there was a relationship between off onshore and offshore construction and visitor spending, it will be expected to be apparent when the train to trend in tourism related sector employment are analysed. Looking at this choice of data to start with, could the applicant inform me or answer this question? Could the inclusion of hotels, bed and breakfast and campsites explained some of your results of upturns during construction, since many could be occupied by construction workers?

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Again, good afternoon, sir clonus on behalf of the applicant in terms of this section of the agenda, and potentially have two speakers, Carlo azolla, who has been introduced on numerous occasions as project director free in relation to these schemes. And also Simon Cleary, or is economics director with bigger economics. He's an economist and has particular expertise and reviewing both the energy sector and the tourism sector. And I will just hand over, I think, to Simon Cleary at this stage on your specific question, but while I was there there may have follow ups because he certainly has been involved in the assessment and the environmental

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impact assessment. So over to Mr. Cleary niveles. Thank you. Thank you.

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Hello, Simon query for for the applicant? And an answer to your question about the inclusion of accommodation services as as a

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potential reason for uptick and during the during the construction period?

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And

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the short answer is, is

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possibly, and we we aggregate to

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a level of tourism and accommodation services, rather than splitting up tourism and then

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at the level of accommodation and then services rather than putting up for them for the sake of clarity. And if there was

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large m that's a voice, additional activity in the

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dictation services sector during the construction period, then this would be picked up on and and the in the analysis

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section. Okay, thank you, Mrs. Larry, you'll note

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appears to show no correlation between the selected wind farms and tourism related employment in no selected areas. However, could this also showed it districts used aren't sensitive enough to broad brush or that the area chosen at a district level is too large?

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The

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the area Firstly, it is to choose a district level and was chosen because it is the

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smallest area for which reliable data can be found in that and that, and that's why we chose that the district level analysis. In addition, when we're our we were

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initially asked by by scottishpower to provide our opinion on the DM motor court. And the focus of the DM report was

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on a on district level impacts when they were looking at the equivalent district level and that's and we're looking at that level of activity in the Suffolk coast area. And

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if you were to go down

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to

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sub local authorities of the district area into intermediate zones are dead zones. And the data does not become reliable enough. And forever We thought it was

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suitable to use.

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District because

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if if the dmo report

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were to be an accurate representation of what happened elsewhere and similar situations. And then the decrease that they described would be very clear in a district level.

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Okay, thank you. I guess you've answered my question. So thank you in terms of

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data, maybe

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not reliable enough to local and district level. But I guess my concern is that we've heard it briefly this morning from various interested parties, especially around the area. And obviously, the Friston area. And in terms of those areas where there's clearly a lot of community concern about the project,

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whereas further up the coast, in in the same district, we've not received I think it's fair to say reasonable. So we've not received those levels of concern, again,

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without those levels of concern that we've seen from Alberta, and the the areas in between on the cable route,

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which was kind of Wales driving at the district level data? Really?

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Yes, I understand the reasoning for that question. But again, going back to what we were, what we were asked to do

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was to look at the dmo report, and there, for example, the economic

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factors have been extrapolated to apply to the whole Suffolk coast area,

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rather than the level of tourism activity within the very small geographies for which have been affected. And so that that's why that has been applied to the

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reason why we bring content to the district level analysis. Thank you. Thank you, Kevin. Second, I can just see a hand up from

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Andy Williams a demo.

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What I plan to do is carry on with questions, and then I have some questions about the demo as well. And then I'll come back to you to give you a writing reply if that sounds okay with you. Okay, thank you, okay. So, thank you Mr. Cleary, they start study one of the one of the comparables used in the study is rampion, close to the south downs National Park and also various Norfolk schemes as comparable to the Suffolk coast area of outstanding natural beauty in these applications, do you have any comparable data in terms of the size and duration of the construction required?

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As compared to these

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I don't have

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data on on the on the size of and

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the construction, the the level of construction activity, and that was that took place around here and or or for the

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North for the Norfolk

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project. And however we can

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sort of the in terms of the

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the impact, the impact would likely be the same in terms of what the in terms of how they would be defined or the activities rather, would likely be the same?

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I guess what I was driving at is that

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are they comparable in terms of the size of connections needed, the length of cable route? And importantly as well the length of time for the construction projects?

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Simon, would you like me to come in? Yes, please. Thank you palette pizzelle if the applicant, I think one of the issues is obviously we've got the data we've got on the projects that we have that have been built, but certainly if you look at the schemes in North Norfolk for instance, dajin

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is has a 40 kilometre cable route which goes through a heritage coast and AONB Sheringham Shoal has a 30 odd kilometre cable route that goes through the same heritage coast and AONB. So, obviously, we are limited in being able to make comparisons to projects that actually exist at this point, and for which there are data, but they are similar scales of schemes in terms of what the cabling would

require in terms of the size of trenches, etc, etc. Whether or not the actual capacities of those projects are the same. In terms of one of the key issues we're talking about here, which is, which is trenching. I think it's a very good comparison, because it's essentially the same sort of process for all of these projects.

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Okay, thank you for that. You may want to answer this question as well, Mr. persona, because it might also be more relevant for yourself, but lead on from that question, has any of those comparables had significant other construction projects underway at the same time? I'm thinking of course, in this case of the potential of sidewall See,

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I think if you look at the I don't think in North Norfolk, you've had that that kind of

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comparatively large project going on at the same time.

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In energy projects, I'm not aware of what other schemes may have been going on in terms of enset

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Obviously, if you look at North Norfolk, what you have had is, for about a decade, you've had these continual

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programme of projects going through from links and lead to sharing them race and Dudgeon. It's all been built, you know, over that sort of period in the time period which which Simon's report captures. Thank you.

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Mr. Cleary, that the survey analyses employment data only, I think I'm right and say, is there a way to analyse visitor numbers or spend

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and

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we've got the data best way to analyse visitor numbers understand was to look at employment. And because employment in the tourism sector is it's as as they're

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very responsive to levels of activity within an area. And there's lots of

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lots of short term contracts, for example, example, in the tourism sector, lots of seasonal contracts, which can easily be and stopped, and so on. And so the best way to, to look at this as we felt based on the data sources that we had, the best way to look at this was to and ployment impact, the there are other options and looking at visitor

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numbers, for example, however, the data sources for which those are data are, are

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smaller. And that's why I'm

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probably not given as accurate a picture at a district level, as with the employment stats, which are published by the owner.

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Thank you, it's useful

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to lead off earlier on, I asked you about

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the conclusion of hotels and so on even statistics, some of the results could be indicated by them being occupied by construction workers. But obviously, we've had quite a few evidence from various interested parties about the relative difference, or likely differences between spending patterns of construction workers as related to if tourists were staying in those hotels, for instance,

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in terms of, you know, eating out facilities, shopping, attractions, and so on, was it anything you want to comment on that?

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Yeah, the

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we did, we did look at the,

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the

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visitor and number estimate, and before we before we looked at and post deployment to see whether or not these trends matched up the visitor employment trends at the visitor number trends to each area. So if for each district matched up with the

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employment in tourism, and

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trends that we had seen, and we didn't, we didn't publish this, but as a sort of sense, check for self to make sure that and the

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onus data unemployment, should

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uptick or should

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trend upwards, whereas the employment, the visitor number estimates were estimating during the week. And we would, we would know that that would be an issue and something that we would check on

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examination of these numbers, the same trends with a parent, and

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both the visitor numbers and the employment statistics. So that would lead us to believe

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that the employment numbers were

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directly related to the

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visitor numbers in those areas. And yes, you're right in terms of business, visitors business, tourists for want of a better phrase, and have

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different spending patterns and to hold the makers and they also visit at different times.

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And they did in terms of the seasonality of business, visitors will be different to that or

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leisure visitors and, and their spending patterns will be different. The analysis that we did,

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and

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as I say I repeated the two so we don't have I don't have any

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results of data that looks

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recreational

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attractions, for example, and we did not do that as part of this. Okay.

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Thank you. But earlier on in your answer there, you mentioned that you did do a sense check of tourist numbers, I think, do you think giving information would be of use to us? And if so, could it be submitted?

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Yeah, I can look into putting that together for you to show that to show the correlation. And, but again, we will explain why we think that the employment is the one

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at the most weight on.

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Thank you. Okay, if that could be submitted by deadline five, that would be most useful. Thank you.

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I just have a couple more questions.

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And again, it's on the comparables, really,

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we're very similar in evidence from interested parties about the local area in this case, being heavily reliant on two main employment areas, agriculture and tourism,

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are the comparables in your report in similar areas.

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So the two and

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the two comparables, which are pictured,

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most associated with our best to discuss here, and for a separate course to the other two, in and past what we've called landscape designation area, so

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not because they wouldn't be in the others and served as National Park. And typically, it is a landscape designation. And our rural orchard and pine, there will be significant

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agricultural

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deployment and and typically marketed as visitor destinations. And so therefore, would be, you would expect to have higher than average levels of tourism related

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ployment I don't have those numbers to hand with me. But that is, I would start with respect that the broad

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employment

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patterns of those of those two areas would be in line with that.

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Thank you. And of those areas as well.

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I don't know if you have this information or do tickets under these schemes comparable to the Suffolk coast in our area. So I'll begin here in terms of

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geography in terms of proximity to London and the southeast, number of second and holiday homes, that range and number of local tourist and cultural attractions.

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And again, I don't have those, those numbers straight on but certainly in terms of proximity to, to London, the set downs would probably be

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closer, particularly the area that was that was there.

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And

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in which there was onshore construction, activity for the

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substation, and for the for the

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cable route, and the

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North Norfolk area. And

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it's obviously slightly further away from London. And I, I I don't have

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numbers to talk about second homeownership or Oracle's kind of back.

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Thank you. That's very useful.

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I think what I'll do now is I'll return to the Suffolk coast demo.

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Some questions of their own and obviously there might be things they want to come back. She'll come back to you afterwards if that sounds reasonable. So thank you for that Miss Cleary.

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So if I can now move to the Suffolk coast demo.

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I can see a hand up from Mrs. Gilmore. So she'll come to you after the Suffolk coast demo if that's okay with you, Mrs. Gilmore.

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So, for the demo, I wondered if you could very briefly summarise your report. its scope and its findings for us.

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Yes, certainly. Good afternoon can just hear me I can hear you and I can see you as well. I'm pleased to say thank you.

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Fantastic. Okay, well in 2019 and with an open mind and neutral position at that time, but in response to growing and vocal concern from our membership, the Suffolk coast commissioned an independent survey to try to mention

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To the cumulative impacts on tourism of the two scottishpower renewables projects and slides we'll see the survey was carried out by leading consultants. The snappily titled BDA bdrcc and was informed by 1700 online respondents 6930 minutes on the ground interviews 113 businesses, the 1700 online respondents were selected from a regionally representative sample of people who had either visited in the past or showed an interest in future visits.

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The key findings were that the Suffolk and with any suffered the A of the Suffolk coast, ama, A and B area is first and foremost perceived as a place to relax and escape in a natural setting. 84% of those respondents considering a visit site of nature related activities as their main reason for visiting the area.

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Nearly half of respondents were turned off by the energy coast brand.

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29% of the online respondents said that they were either a little less likely or a lot less likely to visit during the construction phases of the projects. But for balance 12% of the online respondents said that they were either a lot or a little more likely to visit during the construction phases of the projects. So the net decline in visitors was projected to be 17%.

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It's worth noting that EDF energy conducted their own independent study. Regarding the construction size we'll see using Ipsos Mori, and their findings were very similar.

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What does a 17% shrinkage in industrial economy equate to? Well, and we've always looked at the AONB area with any Suffolk. But if one was if all businesses were able to downscale and still remain viable, with 70%, fewer visitors, then that reduction could potentially be somewhere between 406 100 jobs in and around the Airbnb.

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Other findings, one third of respondents worried equally about the two SPR projects and size We'll see.

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The other areas of concern to the regional market, who responded

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the loss of tranquillity, nature and unique charm, and roads and traffic problems.

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From the business community responded to the survey 72% of all businesses responding were either fairly worried or very worried about the developments 75% of those who already knew about the developments, expected net turnover to decrease.

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I think you asked for a summary of

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that's very useful. Thank you, Mr. Young. And how much do you consider your report shows in respect solely of the application to today? Or is it more relevant for an assessment of cumulative effects when combined with size? Well, first and foremost, it is a cumulative imperative system, no doubt. But there were very useful elements from it that are particular just to this application, as I say, particularly that

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that stat that 33% of respondents were as worried about the SPR projects as size We'll see. And the traffic and transport issues are a big concern for prospective tourists. And so the notion of this extra traffic and works at the a 12 and the Ober road, and then the overall road and the snake road. The the this survey does cause us some concern, because yes, we have had it reinforced that would be tourists worrying that traffic and from what we know are the fragility of the local road network. The extra pressure these projects this project will put on those junctions would be a problem. The other thing we've learned from the survey is that is the power of word of mouth and referral. And so for people to experience

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delays, you know, that those junctions could have an impact because people do tell their friends, colleagues and families we do not have the same reputation for traffic chaos. That's a formal does and what he suffered doesn't need is you know, that

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that reputation. So, from that perspective, this this report is very useful for this particular project. But yes, first and foremost, it is a cumulative assessment. Thank you.

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Is there is your report, is it concerned with effects during construction or construction and operation? So, it's it does both. So, there was there is evidence that beyond the construction phases, and that there are respondents that would not come back because their perception of

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The area has changed from a place that is known for its peace and tranquillity to a place that summer branding the energy coast that is known as a place where big national energy projects

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are built. And so that that change to the perception will impact some people. Beyond the construction phase. I didn't have that statistic to hand, but that was definitely a finding.

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Thank you very much. That's

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all the questions I had for you, Mr. Young. I didn't know if your if your colleague if this is what he wants to come back on anything she turned the camera on earlier. Before we move on,

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was just a quick observation of Mr. clarys analysis of our report. And he's he was saying that they had used district

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district figures, we based our economic impacts on purely on the area of outstanding natural beauties, volume and value reports. We didn't broaden it out to represent the total value of tourism for East Suffolk district. So just wanted to make that clear. We were specific that it relates to the eo n b because that is the area that is going to suffer the most.

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Thank you for useful.

31:29

Okay.

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Consciousness had been hand up for a little while from Mrs. Gilmore. And I was gonna come later on to to other parties after I'd been back to Africa. But I did mention before I'd come back to Mrs. Gilmore. So if you had anything specific to say on these in these matters now then you're welcome to do so. No, thank you. Well, in a moment, I'm going to introduce you to our specialist who is a mathematician and specialist in modelling. Because the numbers are very important here. And drawing conclusions using case studies from other areas can be most dangerous when it comes to tourism,

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tourism development strategy for North Norfolk, and a tourism development strategy for all bruh and the heritage coast. They're very different. The reason I say that is that even though they both have heritage coasts, if you look at all bruh Albright is unique.

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And all bruh is located 3.9 miles from Friston.

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And you need to look at other case studies where there is a major energy hub infrastructure planned 3.9 miles from a town that is known for tranquillity and nature. And the other thing you have to do is you have to look at the social profiling. And if you look at the social profiling for all bruh laced an area using Mosaic, which is a recognised public sector profiling system.

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The area for Albright and leisten is determined as a and GE in the mosaic profiling system. A is country living. And you can see from it exactly how they're all people living in green village, rural places, and ci is called rural reality. The reason I mentioned that is that when we hear from Mr. Cleary how he has evaluated the impact on tourism, it is very important to differentiate the different areas of Suffolk, you cannot develop one single monolithic tourism strategy for the whole of Suffolk, it needs to be done in clusters.

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I would also like to endorse everything that we have just heard from Harry young. The bdrC Report,

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again, from all the comparisons I can make with other reports over the last 30 years is that this is an excellent objective quantitative study. And what I would point out is that in that study when it was conducted in September 29, the respondents were not aware at the time

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of all the substations and interconnectors that could possibly be built that Friston over a 12 to 15 year period. And therefore that is something that we also need to take into account. Now I'm going to introduce you to john Trapp, who in a sense, it's very relevant that it carries on from Harry Young's presentation because it's looking in first

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The depth at the quantitative impact of these substations and interconnectors on all bruh and the area Councillor john trap, who has a first class degree in mechanical sciences and was an engineer at Rolls Royce. He has been a senior lecturer in applied mathematics at the Open University for 36 years. His main interest is in numerical computation and mathematical modelling. He is now retired and is an East Cambridgeshire District Council. Councillor, can I hand over please to john? Of course. Thank you.

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I can hear you Mr. Trap. Okay, fine. I can see where, right. Thank you very much. German.

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I'm resident Cambridge. First, I have no debt. There's no declaration of interest. I'm not a resident in Suffolk.

36:04

I've only had a fortnight to do this. I had hoped to send you to. So I haven't finalised the report. I had hoped to be presenting figures. So it's going to be rather dry because I had asked whether I could present them online, but I'm afraid not. So bear with me. So I'll try and remove the figures as much as possible. That's fine. You can obviously you're welcome to submit any written write, I shall I shall be submitting a report, if you will to summarise. Great. Yeah, I think.

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And this is another thing that I noticed as well is that I've been on the planning committee on these cams, we cannot just make suggestions to where improvements can be made with any judge things as they are seen. And therefore, you know, we know that a hub has to be done. It's just a question what is suitable and whether this in this particular case whether this particular site is suitable.

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The I've been looking at the traffic and one of the things and I know it was yesterday, but it is intertwined with the tourism aspect and the benefits of the of the economy. Now the a 195. A 1094 is overwhelmingly the entry and exit from all bruh and thorpeness. And that area, that is the main road, there is another road through Leysin and Saxmundham, but it is weekly.

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The other thing is and I noticed, I think Simon clearly mentioned comparing the North North occurs with the south coast and saying about the

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bottom of the construction there. But the two coasts are very different. North Norfolk has a coastal road.

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South East Suffolk coast has roads has peninsulas almost where roads go from the a one a two, a one, a 12 to the coast, and locations which are perhaps a mile away apart, I actually may be 20 miles by road.

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And that is the whole Suffolk coast. So the roads that lead from the 12th to the coast are actually very important.

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So I've been looking at data recorded by the speed indicator devices at Snape, it was a green haze, which is actually on the a 194. And I've also looked at other ones there as well. But this one I thought was most suitable as it would show what the traffic would be like on that road from the 812. To Snape.

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I'm not going to give you all the observations I've made because I think we ought to cut this down as much as possible. But I'll draw the conclusions from it. First of all, that the highest This is done for the period from

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beginning of September to beginning of November. So it was over two months, where it's a pandemic year. So we're not sure about whether it is representative of the actual traffic volumes. But it's fairly new. It was a period I think September October that for this last year, where

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it was more more normal than the rest of the year. Might we say so. It's not like April or May or whatever it was, it is actually there was a people going to school that was work

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could be done and things like that. So that's one reason they had the highest hourly rate recorded during this period and this is in both ways was over 1200 vehicles per hour.

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hour.

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And that corresponds, in my case, I think, what a vehicle every six seconds, which is quite, it's not nose to tail, but it it's it's about I think it's about the separation, to me about 50 metres between vehicles, which is quite dense, so can be quite a bit this is the highest recorded. The other thing I found out also is that the peak hours the most times at which it was most traffic was actually mid morning, mid morning stretching into the early afternoon, not as one would expect for normal traffic, which will peak on in the morning, morning Russia, and the in the afternoon, Russia. So this and also there was a bit of variability each week from one to the other. It may be due to the sun coming out and maybe, but it all seemed to indicate to me that this was tourism, it was people cat, it was casual, but quite intense tourism that was using this road mostly. And also the added because of the lack of

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peak periods, that employment, there's no really any industry in the place apart from tourism and farm working, as has been mentioned before. So and I think the employment are also being centred around tourism would be also mid morning as well going for lunch to places and things like that.

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So

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now, there's been an assessment that there'd be about 300 hgvs a day, I may be wrong about this. But that was the estimate based on other construction sites.

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That will be one every two and a half minutes in one direction. And of course coming back once it's unloaded. So that is going to be the HGTV construction traffic is going to be about one 10th of what I'd say was the average traffic density.

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What we haven't got, but I haven't got I have not been able to make an estimate of the construction traffic generated by smaller vans and cars.

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So that is an unknown quantity. And we don't know and maybe the applicant will have some idea about what kind of small vans lighter bands will be used as well and how much

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also one doesn't know about the park and ride sides whether they will be busing in workers from the park and ride sides. That is not nothing. There's no evidence of anything that I've found.

42:46

Nor have I actually modelled the traffic slowing down behind the hgvs turning left onto the Friston road from day one not 1094 or the turning at the a 12 into the a 194.

43:03

So the additional construction traffic to my mind will affect travel times during along the a 104 and may become unpopular will become a deterrence to tourism. And well given the average day for tourist inbound is about three nights and this includes weeks weekday was a week long stays as well as we can stays. So there's quite a few must be quite a few weekends days. And when you have that small that low figure for the average net stay, extra time spent on the road is not going to be a deterrent.

43:44

So

43:46

that so what I think I've established is that tourism is actually one of the the highest employment are in the the area of all the less than thorpness and the other small habitations. I've looked at some reports.

44:05

And actually I've looked at the dmo report, which was very interesting, very useful, and I thought very objective in this assessment.

44:16

My my estimates from that was that

44:21

the annual loss will be about 24 24 million for the whole Suffolk coast.

44:27

I'm just giving you some some small detail from it rather than just going through all of it. Yes and

44:36

No, because I otherwise would get bored.

44:41

And that therefore so. And the estimate is something to my estimate was something over 440 job losses during the construction phase based on that report. So less than what the hairy around Young was saying but I'm trying

45:00

To be on the conservative side, as far as I can see,

45:04

please, please clap, I will just interject briefly there from a position of panel lead to say, do not worry about us getting bored, it is our job to get across all of the important and relevant issues that they're on the decisions that have to be made by the Secretary of State. And, you know, this is Yeah.

45:26

I'm only doing a digest of my reporting. I'm conscious of that. But I also think it's equally important that all interested parties are aware that, you know,

45:37

whether or not the you know, there is apparent interest in in matters is is not an irrelevant point. There's another aspect which I picked up from the some of the reports, and I've referenced them and giving you page numbers actually in the in my report

45:54

is the tourism businesses normally have about 40% of their staff aged under 30, compared to an average of 21%, for other businesses. Now, as I think the chairman the left sees the First Parish council mentioned that he is retired, there's quite a lot of retired people in the area.

46:17

Having sort of employing people who are employed, quite young actually addresses this age gap age difference, the so I thought that was quite an interesting statistic to the pick up actually. So all in all,

46:35

the set the I think the visitors numbers will decline that they hold, employment will decline. And as I said, somewhere in the region of 440, because of the multiplier effect, I've I've calculated more than 200 employees, direct employees during but also each has a multiplier effect. And that's for every

employee gone does another one, from service industries, doors, things like laundry, whatever it is also going, nor have I looked at part time jobs or very things like gardens, or that, that sort of thing.

47:13

The attractions of all are very diverse. I mean, there's lots of things like festivals, the literary food, drink, document music, there's lots of other things to do, which is not just bucket and spade at all, the brain, as mentioned has been made of the Maggie Hamblin sculpture. There's also things like there's music, there's a whole lot of other things. And that's one of the reasons I know that area is because I come there for that very reason.

47:47

We've also had this COVID pandemic problem that we don't know how many venues, shops and refreshment, refreshment areas will actually survive COVID we hope most of them do. But one of the attractions of the older bra, and thorpeness and other places around is the variety of shops, there's very few multiple shops, it's all mostly

48:17

just their own Jeanette Jo own shops, the venues for restaurants, there's various caters for all tastes and purses. So that as as their and unless you have this variety, you won't be attracting as many people the variety is important.

48:38

So that's that's a problem and if you have employment coming down, you will lose venues and you will lose the variety

48:50

that Yeah, okay. It is ironic the construction of the green edges energy site is going to be so dependent on very many hgvs and other things happening and my wonders why they should be coming up the 812 and the a wonder nine for when they could be nearer the material site but that's that's another matter and I think

49:13

I think the other thing here is that every community in the Suffolk is going to be saying why the East Anglia hub should not be in its vicinity the onshore stuff, but the site has to be chosen that that minimises disruption to the community and is not too costly.

49:35

The first site is seemingly attractive adjacent power lines just off just the way from the a and OB and a straight is road which is not there's one of those weak lists Suffolk roads I don't know if you know Suffolk but

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the roads that are rather wiggly to go round bends and things.

49:57

But however, this straight road

50:00

is the primary art Free Communities whose main income is from the casual, but intense tourism? That is the mainstay of the local economy. That is the overriding thing. Yeah.

50:14

And I've made mention about harmony,

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job losses, there will be probably might be, to my mind. And

50:26

this is something that this loss the possible possible loss or predicted loss of, of employer money due to lack of tourism is something that really has to be factored in, when when one's considering such things. So, I think Sorry, I've made being very brief about this. But I will be supplementing it with a written report. So if there's any questions I'm delighted to to watch while trying to announce them. Thank you. Thank you very much, Mr. Chuck, for you know, the pure detail submissions very useful. Thank you. I don't have any questions at this time. But if you could submit your teacher report for deadline, I would find that when would you like it? If a deadline five, which I believe is the third of February? Okay, fine, I shall do that.

51:18

Thank you very much, very useful. Thank you. Thank you for that. I can see two other hands up from the old brick society from Stacy's. What I plan to do now is go back to the applicants with one question that I have for them. And then I will go open the floor, if you will. I'm starting off with the council's and then I will of course come to the opera society and Stacy's and others who have their hands up there. So if I could just go back to the applicants, briefly and to Mr. Clearly, please, clearly sorry. Um, excuse me.

51:54

Just one last question. Mr. Cleary Thank you. Is there an argument that the dmo report addresses local issues

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more than your report which is based on comparables?

52:08

Know the dmo report is very useful and it gives a very good understanding of why people visit the area the questions that they ask at the start and and to do with the access to nature and the quality and so on these are deleted, very useful, and for because well for property assessment because they allow comparisons for motivation, as in the reasons why people go to two separate cars to be compared to

other areas, such as the other areas of landscape designation, which helps protect visitors have similar reasons for for

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visiting.

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The dmo report and are, in my opinion, particularly the economic impacts implies

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is fatally flawed for three reasons. The first one is that the principle of using a perception study. So asking people, what they're going to do

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in the future is fatally flawed, because people are poor predictors of their own future behaviour. If you ask someone how they will respond to a big change, they will say they will change and then they will not change the behaviour if the been numerous academic studies which are which have done this that people are better at predicting how other people will react to change than their than their own selves. Did the dmo report asks specifically how will you react to this big change and therefore people have changed have said that they will change their behaviour generally.

54:00

The

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pretty much one major issue to one side. And the other issue with the dmo report is that there are multiple methodological issues which means that its conclusions regarding behaviour change cannot be said to be as a result of the development of the offshore wind farm.

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The particularly the stimuli

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but the dmo report gives on

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computers notice and

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your submissions Mr. Cleary is having it problems.

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So the stimulants are provided by the

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DMR department for which the the surveyors were asked to consider before making their and

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They are their

55:02

thoughts not on how they would change the behaviour do not reflect

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the

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effects that would have occurred as a result of the development of these two offshore wind farms.

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For a number of reasons, one the primary focus as it's been discussed as a as has been mentioned as a cumulative

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assessment along with federal SSI and so, the primary focus in terms of what has been what was provided in terms of videos for example, focused on the construction of a nuclear power facility.

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The Secondly, the issues to do with

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and the

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prevention associated with the visibility of the offshore wind farm itself and the size of the construction corridor or the and

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the cable route do not reflect the impacts that will occur as a result of the either visual impacts that occur as a result of these things being built. Now, this is not the fault of the people who have compiled the dmo and serving because it was done. So, before the results of the analysis and environmental statement was made available.

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So they were having to ask

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respondents how they would react to something without knowing what it was that they were going to be reacting to. So, therefore, the stimuli are m

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are not

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useful add to the response. Similarly, this presents the list of determinants, which for want of a better word to be effect, which which are typically assessed and the

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environmental statement, again, that these lists of tenants that were presented as part within the dmo report within the dmo survey and do not represent what will actually happen as a result of the

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environment and as a result of this development, as stated in the environmental

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statement and for a scientific

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assessment of these effects has been made. And in particular,

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traffic is highlighted as a as a as a major issue. However, it has not been highlighted as a major issue. Once the generally once the

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mitigation measures have been taken, again, according to environmental statement, but those are the people who the company that did the demo survey didn't have this information.

58:04
And therefore would be unable to

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accurately see what the attendance would potentially be. But

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fundamentally, this, the cumulative impact is possibly the largest and most obvious issue with

58:23
with the dmo report and the grouping of the offshore wind farms in silos, and impacts themselves there are very, very different.

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The,

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the awareness, for example, the size we'll see was significantly greater and interesting, because size will see that there was an assessment

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of how people would respond to the,

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to the to the construction of size, we'll see their assessment was not cumulative, it focused only on size, we'll see alone.

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And there the results from their survey, which again, the fundamentals are flawed, but the results of their survey showed that actually, people would be even less would be less likely to visit

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if it was size or see compared to if it was sizewell c plus the onshore wind farms a lot. So, if you were to put great weight on the methodology applied here, if you were to think that the resulting

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the results of

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this perception and future prediction and behaviour service would imply you would you would have to conclude from that the construction of East Anglia a one in two offshore wind farms and make people more likely to visit which

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from from the discussions we've we've had does not seem likely and

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and

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So those are the

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the three main methodological issues, and which go on top of a

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flawed starting point of using a perception based study. And so this means that the 24 million times annual reduction in tourism and

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with

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its

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local tourism, businesses will be pleased to hear is not

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realistic, or an evidence based value is, is built on, built on sand. And it probably wasn't a thing at this point that we were initially asked by scottishpower to give our professional opinion on the dmo report and the approach taken.

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And we said, Yes, we can do that.

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But we think there's a bigger issue that you should consider here. And that is,

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if the dmo report that the numbers from the DMR report are

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valid, then this evidence would be

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that this would be evidenced elsewhere. So without

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knowing what the outcomes are going to be, we said that we think you should actually look at what the evidence says of what actually happens, not how people what people predict, they will do, but what has actually happened. And so that's why we did that analysis. And it's probably worth

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picking up on. If we could just, if we could just

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if we could just kind of go to down quite quickly, please. I'm conscious of time. So

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it's a very useful your submissions by also notes. I think I've also seen some of them that deadline for and obviously you can supplement a deadline as well.

1:02:02

Yes, just a just very quickly on it on. The

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point is that at the district level analysis, the separate cost and the level of employment within the tourism sector for the separate cost LNB area which was used in the

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dmo report to generate these numbers is equivalent to what would be found

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in a typical

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order of magnitude is to be more defined in our district and in England, and therefore the data accuracy and

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the live look ability at district level is what is what was most appropriate to use. Thank you. That's very useful. Thank you for that. Mr. Cleary.

1:02:55

Okay, what I'd like to do now, I can, I can see more hands rising as well. And what I'd like to do now is

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go back to the council's in the first instance, on agenda item three be to ask your Suffolk County Council if they have anything to raise on this subject. And I do see the hands up and I will come come to you after I've been to the council. So

1:03:18

Suffolk County Council, there's anything you want to raise on agenda item freebie, please.

1:03:23

Thank you. So Michael Bedford, Suffolk County Council, on agenda item three be essentially two key points. Firstly, as I said, this morning, in relation to the detail of tourism impacts, we have defer to a Suffolk council who are leading on that. And obviously the DMA report and the methodological debate that you've just heard, etc. So we don't really add anything ourselves that debate. The second point. Also, on agenda item three be in terms of cumulative effects. I think I'll be very brief on this. It's a little bit like an old record for us. You know, in a sense, there are two particular points that we've been making in relation to cumulative effects, both of which, potentially, there on the assessment of socio economics, what is the specific point about it accepted, that there should be cumulative impact

assessment together with size well, and that obviously has featured in the evidence that you've already heard from the applicants in relation to that. And our simple point is the point that game was slightly rehearsed yesterday, if the data in relation to the sizewell project changes, because of this changes application that they have submitted, then logically it would follow that once that data becomes available, it at least needs to be reviewed, to see whether the implications of the changes information has any bearing on the cumulative social

1:05:00

economic impact of which there's already been one update. So that's just a general point. And the second point, again, it's an old record point, it's the wider point, if you can include, as we've urged you to do, that there are wider projects, which ought to be included in the cumulative impact assessment, then again, potentially, depending on what was assessed, they are also capable of adding to the socio economic cumulative effects that would need to be evaluated. But as it those are generic points you've heard from as many times so I don't think I need to elaborate further on those. No, that's very useful. Thank you very much for that Mr. Bedford.

1:05:38

Okay, so if I'm not if I can now just turn to see if you suffer Council have anything they wish to raise on item. freebie.

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just means that I'm Namie, called Isa Council.

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We do have some comments to make in relation to the tourism aspect. And for that, I'll refer to my colleague, Neil cocksure in terms of we have also made I know that three B refers to land use impacts, and we have also made some representations previously in writing in relation to that. And the applicant has provided a response in relation to rep 122, where we raised concerns about the

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the how the permanent loss of agricultural land had been assessed, and we felt that, obviously, it was a greatest significant impact and had been identified in the US. And so we welcome that update from the applicants. And obviously, we still feel that the magnitude of impact in terms of permanent loss of agricultural land should be based on the site specific level, to be in line with the the MPs is in terms of trying to minimise the the loss of that nature of agricultural land. But I won't take up any more time because obviously, all those submissions have been in in writing. And I can see that the focus here is on the tourism aspects. So in relation to that we've been working with the applicants in trying to address concerns and we've put in writing and we've been seeking positive engagement from them. But I'll pass over to my colleague Neil cultural to sort of outline our concerns more fully.

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Thank you, Miss golden.

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Yes, good afternoon, no cultural Easter for Council. In relation to the tourism questions east,

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already expressed very well, but very often the dmo, we have concerns about the cumulative impact nature of these projects going at, in conjunction with size. We'll see, as Harry's always pointed out, that's evidence by the 2019 survey,

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and the net negative impact of that survey.

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I won't repeat the other information already provided by Harry and others. It says the details of that. I would also stress I think the point was made by one of the earlier speakers, that that said they did cover East Anglia or North East Anglia to and south of the sea. It didn't cover future pipeline projects and into projects that are slated for the same area. And I think it would be very interesting to see a cumulative impact study that also refer to those projects.

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I think that's probably in summary, I can be quite brief. I think those might otherwise have already been covered. That's very useful. Thank you very much. Mr. Kaushal.

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Okay,

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could we just hear from Oprah town council please counsellor fellows.

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Thank you, Mr. Hockley. Ladies and gentlemen, I appreciate the opportunity, Marian fellows, representing the people who live in working and visit over and over town council surrounding area.

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Today, I think it's probably relevant due to the topic we're talking about, though, just give you a little bit more information about myself, Mr. Ennis style, his wonderful introduction. So I'm going to try and mimic. So you know, I seriously think it might just give you a bit more of a background really. So in addition to more than 12 years, as an elected town Councillor, old Bro, I was previously a district Councillor, and the ward member for over ordering on the softness. I was also a cabinet member and had portfolio of community health and well being. I've previously was the chair of the olden oars futures community group, which worked with the Environment Agency and Suffolk coastal District Council to solve the problem where there was no funding or priority for protection of the coastal salt mess. And we were able with the use of the community and looking at what they value

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To actually generate income which proved his solution and prevented the costs being lost as witness. I'm currently the chair of the size or sites stakeholder group, which represents the public in discussions with the industry and hold them to account and provides a conduit for information. And I've been a resident in this area for more than 55 years. Now, when I received my MBA in 2008, one of the significant choice was actually speaking to all the other recipients and to Her Majesty the Queen. And also I've met with two prime ministers and worked on projects with both their wives. Now, everyone, virtually everyone I spoke to when I said where I came from, had either visited or heard about our special area. And this included Her Majesty the Queen, who as you know, open Snape Maltings and attended many events there visited obrah church for various events and the local area. So it's of no doubt to me and to each of those that the largest factor in the social and economic value of Cobra is in its heritage coast, in its landscape setting of a RMB. And in tourism. Suffolk coasts in his report in 2007, said the value of tourism to the Suffolk coast and he said the A and B is 210 million with 4655 jobs with a full time equivalent of 3401. Now remember, the applicants said these projects are going to be just 249 jobs 167 50. But that figure is also increased in the most recent report 2019 gave the spend for tourists as 2002 sorry, 228 million pounds a year. Now this excludes second homeowners it's just people who visit they visitors or stays. And now the total is 5056 jobs, or full time equivalents to 3694. And you've heard some figures from the dmo and you'll hear later from Oprah society and others will tell you more about why this is so special and so crucial. But suffice to say millions have been invested of public and private funding to promote and sustain a year long, extremely varied and robust offer. And this spans music, art theatre literature, award winning golf course sailing cycling, we have a triathlon, we will start in the finish of the Women's World cycle tour races, overall the landscape, the RMB, the wildlife habitats, the tranquillity and the health benefits. So I hope that helps us sort of context. I just have two specific questions now, please. So what evidence and criteria has the applicant based its claims that tourism impact is minimum, and that these proposed projects will make a low change to the strong character of the AONB and will not result in harm to the special qualities of the A and B in overall terms, over time council strongest disputes both these positions considering what the special qualities of an AR and VR and they are, as you know, the landscape quality, the scenic quality striking landfall cliffs shingle beaches, their habitat, the appeal to the senses, from openness and traditional farmlands. memorable views the quality of light smell sounds, dark skies, sounds of Birdsong, a sense of remoteness, few roads or traffic, lack of human influence, or manmade structures, a sense of the passing of time, peace, quiet, woodland, starry skies, the absence of development, and that's a direct quote from the report which I've been sending they the detractors or the deterrents for people to come to the area, and the detractors for tranquillity which is special quality, our presence and or perception of traffic noise, large numbers of people, urban industrial development, overhead light pollution, risks to the habitats and wildlife, of individual species, risks to archaeological remains and heritage buildings and poor access to the arts, people places events.

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And in conclusion with special regard to the landscape, the applicant says that this project is not in the AONB. The site of the proposed substations for n one to N one north, and the

1:15:00

To Kristen are not specifically actually in the IRB, but they certainly border it. And other elements of the project such as the land for the cable runs are in the AONB. So this proposal does risk the amb. And

we know as you do, sir, that from the NPS and N 1am, bees have been confirmed by government as having the highest status of protection in relation to landscape and scenic beauty. And that development, consent may only be granted in these areas in exceptional circumstances. And the exceptional circumstances. One is public interest. As I say, I believe that is neutral, because that would be achieved wherever the projects are located, not just because of restaurant. And secondly, the cost and scope of elsewhere. And I think Unfortunately, the cost is the thing that is driving this, which is scandalous. And lastly, of course, you know that the detrimental effect on the environment, landscape and recreational activities do you have to be paid regard to and have to be moderated, and the harm has to be weighed up. So we conclude, and we asked you to do likewise. But the harm does clearly outweigh the benefits. And if these proposals Ian, one north and the end to are approved, again, the precedent will be set. And this area will be further destroyed by subsequent applications can exist, including those that have already had confirmed offers for connection. Thank you.

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Thank you very much, counsel for those

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very useful submissions. Thank you.

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Oh, my writing my questions in writing and perhaps if it can't be answered today, that could be provided. Yes, please. Yeah. If you put them in writing for deadline fibres, as, as always, that would be most useful. Thank you. Okay. I've given the time. I think it's probably best if we have a break now. And apologies to those of you who have had your hands up for a while, especially the opera society and safety. So I know you've had your hand up for quite a while but I will come to you straight after the break. And I also have the Suffolk coast demo to come back to specifically on the appointed the applicant raised about the report.

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beach for you and Mr. Gibson. So my plan after the break is to come back to those parties and get the applicant to find a right of reply until we move on.

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Mr. bunker's dieruff if you could switch your camera off, please.

1:17:48

That'd be great. And what I suggest now is if we break for 15 minutes or just over 15 minutes until four o'clock we'll adjourn now till four o'clock. Thank you