



**FRISTON PAROCHIAL CHURCH COUNCIL**  
**RESPONSES TO WRITTEN REPRESENTATIONS FOR**  
**SPR EA1N AND EA2 PROJECTS (DEADLINE 5)**  
**PINS Refs: 20023636 & 20023639**

## **INTRODUCTION**

We remain opposed to the Applicant's proposals for three substations at Friston. They are connection points which have no employment benefits to the area, damage the local environment and economy and are better suited to available facilities at Bramford or at a brownfield site. Their location elsewhere does not imperil the wider objectives of the overall projects.

In these representations we seek to follow up on issues arising from the recent series of Issue Specific Hearings and Open Floor Hearings. Not only have these been informative and helpful in achieving a better understanding, crucially they have expressed the inter-relationship and dependency within the communities in this area of the Suffolk Heritage Coast. That has been evidenced in the number, breadth, depth and passion of opposition borne, not of Nimbyism but a commitment to preserve the characteristics and culture of the area.

We wish, also, to expand and update on the issues we sought to include during Issue Specific Hearing 5 (ISH5), Thursday 21 January 2021 re Onshore social and economic effects.

## **KEY OUTSTANDING ISSUES**

### **SAFETY**

The Applicant should be required to produce a detailed traffic management plan prior to consent given the wide-ranging concerns expressed about the capacity and impacts on the A12 and A1094 main roads. The risks of congestion, frustration and the damage wrought by road alterations; not least the **Friday Street A12/A1094 junction** (an accident black spot) and the main entry point to Snape and Aldeburgh as centre-pieces of the area.

**The junction at Snape of the A1094 and B1069** has been insufficiently identified as the latter is a scenic tourist route in itself running through the village where there is a popular primary school; main access to the renowned Snape Maltings Concert Halls and retail and residential complex; route to historic coastal Orford; or onwards through countryside towards the historic Anglo-Saxon site at Sutton Hoo and then at Woodbridge. It is not just an alternative route to the A12.

### **But we have specific outstanding concerns for safety in Friston.**

Except along the B1121, Friston has no pavements for pedestrians. They rely on walking the roads to walk their dogs; walk to the pub, village green, village hall and church. There seems to have been no consideration as to how to manage **the likely increased use of the by-roads**, Mill Road leading from the A1094 through the village and across to Grove Road which is a route to the B1119 Saxmundham-Leiston Road and off that by roads to access Sizewell. Usage will increase as all manner of drivers seek an alternative route to avoid congestion and delays. Residents of Bawdsey have spoken of 'two years of hell' during works on the entry point and cable corridor

**Grove Road** is already a major concern as it has a crossing point for the cable corridor, but also a pre-construction access point directly opposite Church Road / Lane. We are unclear as to why there should be this need; the nature of traffic and equipment and the frequency and period of usage. Its



entrance is at a narrow point with a restricted view for traffic coming south. Church Road / Lane is narrow and used as much as a pedestrian way, and currently used by frail and vulnerable residents.

Added to that there are unclear plans for utilizing part of the verges of **Church Road** to accommodate flood alleviation. There are concerns these would destabilize the bank of the church grounds.

### **ISOLATION**

This can be a source of social deprivation in rural communities. It could become a substantial problem for residents of Friston, especially for those of mature years and as the construction project progresses. The proposals include closing the most walked footpath (No.6) in the area without a satisfactory alternative and impediments to footpaths to Knodishall and that to Snape facing the need to traverse the A1094. Include the concerns for the by-roads and you have a community 'trapped'. Get in your car or on your bike but where? Note the cumulative effects not just of Sizewell C but the other developments (see below); the threats to the cultural activities in the area and the need for improvements to the facilities and amenities at Saxmundham and Leiston.

### **NOISE**

### **FLOODING**

### **ST MARY'S CHURCH FRISTON**

We note that further Issue Specific Hearings are likely to address noise and flooding where there are major differences of agreement. We note also the considerable opposition to the development by Historic England in view of the impact on our Grade II\* listed church.

### **TOURISM, BUSINESS AND QUALITY OF LIFE**

The Applicant clearly fails to understand the local visitor economy and how it fulfils an increasing social need, not least, post-covid to be able to access the natural environment and the culture which is embedded in the area. The latter is a core reason for people to live here and why so many volunteers work to sustain the many organisations, events and festivals which make the area a year-round destination.

We exhort you to consider the representations of

- Suffolk Destination Management Organisation
- Britten-Pears Arts (which includes Snape Maltings, an international centre for music and the arts) and
- The Aldeburgh Business Association who all feel that there are potential losses and damage arising from the developments. From their research the income and jobs are considerable. Indeed, jobs in the hospitality and service sectors can lead the 'bounce-back' post covid since the interpersonal skills required can be easily assimilated.

Accordingly, we would welcome a thorough independent survey of local business and tourism.

### **CUMULATIVE IMPACT ASSESSMENT**

Hitherto the necessity for such a study has revolved around this proposed development along with Sizewell C and other potential multiple windfarm projects.

This area of the coast seems to have become hostage to the energy industry and various lobbies centred around Norwich and Lowestoft, happy to dump the infrastructure on this piece of coast and label us as the Energy Coast. They are seemingly oblivious to the considerable investments taking place within East Suffolk and along the A14/A12 axis. Many offer longer term growth and greater economic benefits and some have adverse social effects. We seek to identify these in the following sections.



## **POTENTIAL ECONOMIC DISBENEFITS**

The Applicant in ISH5 emphasised the macro and micro benefits of these two projects and we do not deny the opportunities and benefits elsewhere.

Our underlying concern is that the onshore proposals for these connection points destabilise and disrupt the environment and characteristics of the Suffolk Heritage Coast. They do not provide any offsetting long-term economic benefits to the area.

We set out below some of the major established developments and others in various stages of development or under consideration along the A14/A12 axis.

## **A12 DEVELOPMENT PROJECTS**

### **Freeport East**

A partnership project encompassing the Port of Felixstowe, Bathside Bay at Harwich and the proposed Gateway 14 business development site at Stowmarket could create 13,500 new jobs.

At Felixstowe port, the project would see the development of the Felixstowe Logistics Park on a 68 acre-acre site with 1,400,000 sq ft of build to suit distribution warehouses at the UK's busiest container terminals and largest intermodal rail facility.

Over at Harwich, Bathside Bay could be transformed into a new terminal, while plans have been submitted for the Mid Suffolk District Council-owned Gateway 14 site where the council and private developers Jaynic want to build a 2.45m sq ft business, warehousing and industrial centre on a 42-acre site off Junction 50 of the A14. (Source: Ipswich Star, 30 January 2021).

### **North Felixstowe 'garden neighbourhood' plan**

includes 2,000+ new homes.

### **Adastral Park**

A cluster of high-tech telecommunication and technology companies. 'The heart of the UK's digital ecosystem'. It combines a national operation centre, test facilities and a global R&D unit, set amongst a community of collaborative technological innovation. Home to BT's innovation labs and Innovation Martlesham (an established and growing cluster of circa 150 high-tech ICT companies) as well as educational initiatives.

Key statistics: 3,700 park residents; 141 high-tech companies; 60,000+ visitors per year; 6,000 students and teachers engaged in 2019/2020. £750m contribution to the region's economy. (Source: atadastral.co.uk).

### **Brightwell Lakes**

Suffolk Coastal District Council granted outline planning permission in April 2018 for a new community to the east of the A12 at Martlesham and east and south of Adastral Park. To comprise 2,000 new homes; multi-million pound package of transport improvements including junction and highways improvements, bus facilities, cycle and walking routes and a new A12 crossing; new jobs within the school, healthcare facilities and shops and within proposed improvements to the business park. (Source: [www.brightwelllakes.co.uk](http://www.brightwelllakes.co.uk)).

### **Woodbridge**

Several housing developments including 100 at Melton Hill and 400 at Woodbridge Rugby Club site.

### **Wickham Market**

Development of Park and Ride facility to provide for workforce access to Sizewell C site.

### **Marlesford Bridge**

Need for strengthening?



### **A12 Villages' bypass**

including a new roundabout at the Friday Street junction of A12 and A1094 (to Snape and Aldeburgh).

### **Friston**

Existing SPR proposals for three substations at Friston which could then become a connection hub for further energy projects. Appendix 1.

### **Saxmundham Garden Neighbourhood Plan**

A mixed commercial and residential plan for 800 homes; facilities and new commercial development west of the A12 and new roundabout for access. Has major implications for the Saxmundham town centre and potential for sprawling business park and services centre. (Source: [saxmundhamsouth.co.uk](http://saxmundhamsouth.co.uk))

### **Sizewell C**

A multi-billion £ project to provide for two nuclear reactors – construction period 7-12 years and a workforce at peak of 7,500/8,000. At the same time there will be decommissioning of Sizewell A and transfer within site of some Sizewell B facilities. Major logistical issues involving road, rail and sea.

### **Darsham**

Development of Park and Ride facility to provide for workforce access to Sizewell C site.

### **Lowestoft Lake Lothing Third Crossing project**

Link from the A12 via Waveney Drive on the south side of Lowestoft via a central bridge to the north side of Lake Lothing. Est. cost £91.73m. (Source: [www.suffolk.gov.uk](http://www.suffolk.gov.uk))

Within the above are some **considerable investment opportunities** which offer long-term growth potential and where there are more benefits directly attributable to the East Suffolk economy.

Associated with these are housing developments – those quoted amount to a potential 5,300+ and the influx of 7,500+ Sizewell C workers.

However, the scale and diversity of these developments have considerable **socio-economic consequences** which include:

- The capacity of the locality with low unemployment levels to find the manpower, especially in the construction trades.
- The sequencing of these works to avoid supply bottlenecks and human disruption.
- Strains and stresses on existing infrastructure, especially around Ipswich (proposals for a northern by-pass have been rejected) and much of the A12 is single carriageway.
- Impacts on emergency services; health and social care; rail and road transport; entertainment and leisure facilities.
- The increasing urbanisation of the area; the loss of landscape and open-air recreational amenities increasing pressure on remaining spaces and adverse consequences for quality of life, health and wellbeing.

How do we accommodate those needs within this area? For leisure Felixstowe and areas north of Southwold offer family attractions. The constrained area between Aldeburgh and Southwold offers a diversity of outdoor and cultural activities but the towns have capacity problems. The towns of Saxmundham and Leiston are considered to be struggling with retail and services and require investment.



**WRITTEN REPRESENTATION FOR  
SPR EA1N and EA2 PROJECTS (DEADLINE 5)  
SCHEDULE OF RELATED PROJECTS**

**APPENDIX 1**

**Interested Party:** Friston Parochial Church Council

**PINS Refs:** 20023636 & 20023639

**Date:** 3 February 2021

<b>Project Name</b>	<b>Sponsor</b>	<b>PINS Reference</b>	<b>Published references</b>	<b>Likely Activity Dates (rough)</b>
East Anglia 1 North wind farm	Scottish Power Renewables	EN010077	DCO Application	2021-2027
East Anglia 2 wind farm	Scottish Power Renewables	EN010078	DCO Application	2021-2027
NGET Leiston 400kV Substation	National Grid	Part of EN010077 & EN010078	Refer to page 20 para 2 of <a href="https://www.nationalgrid.com/uk/electricity-transmission/document/132296/download">https://www.nationalgrid.com/uk/electricity-transmission/document/132296/download</a>	2021-2025
Nautilus Interconnector	National Grid Ventures	Pre-Application	<a href="https://www.nationalgrid.com/group/about-us/what-we-do/national-grid-ventures/interconnectors-connecting-cleaner-future/nautilus">https://www.nationalgrid.com/group/about-us/what-we-do/national-grid-ventures/interconnectors-connecting-cleaner-future/nautilus</a> and <a href="http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf">http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf</a>	2022-2028
Eurolink Interconnector	National Grid Ventures	TBA	<a href="http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf">http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-Interconenctors-Sizewell.pdf</a>	2022-2028



Sizewell B Relocation	EdF	N/A	<a href="https://rlfsizewellb.co.uk/">https://rlfsizewellb.co.uk/</a>	2022-2028
Reconductoring of Sizewell to Bramford OHLs	National Grid	NA	Refer to para 5.1 of <a href="https://www.scottishpowerrenewables.com/userfiles/file/National_Grid_COIN_Process_Connection_Assessment_Note.pdf">https://www.scottishpowerrenewables.com/userfiles/file/National_Grid_COIN_Process_Connection_Assessment_Note.pdf</a>	2025-2027
Sizewell C Nuclear Power Station	EdF	EN010012	<a href="https://www.edfenergy.com/sites/default/files/edf-szc4-sumdoc_digital_compressed.pdf">https://www.edfenergy.com/sites/default/files/edf-szc4-sumdoc_digital_compressed.pdf</a>	2023-2035
Greater Gabbard Extension wind farm	North Falls	TBA	Event dates for <a href="https://www.northfallsoffshore.com/">https://www.northfallsoffshore.com/</a> Grid connection granted or pending	2022-2030
Galloper Extension wind farm	Five Estuaries	TBA	<a href="https://www.4coffshore.com/windfarms/united-kingdom/project-dates-for-five-estuaries-uk4i.html">https://www.4coffshore.com/windfarms/united-kingdom/project-dates-for-five-estuaries-uk4i.html</a>	2022-2028
SCD1 Interconnector	National Grid	TBA	Appendix 1 of <a href="https://www.nationalgrid.com/uk/electricity-transmission/document/134036/download">https://www.nationalgrid.com/uk/electricity-transmission/document/134036/download</a> NOA Page 100 refers to SCD1 <a href="https://www.nationalgrideso.com/document/162356/download">https://www.nationalgrideso.com/document/162356/download</a>	2022-2028
SCD2 Interconnector	National Grid	TBA	NOA Page 100 refers to SCD2 <a href="https://www.nationalgrideso.com/document/162356/download">https://www.nationalgrideso.com/document/162356/download</a>	2025-2032
Other projects targeting "Sizewell"	TBA	TBA	NGET Investment Decision Pack Page 17 refers to East Anglia Offshore Wind connections: <a href="https://www.nationalgrid.com/uk/electricity-transmission/document/132296/download">https://www.nationalgrid.com/uk/electricity-transmission/document/132296/download</a>  NGESO Review document page 112 refers to Sizewell <a href="https://www.nationalgrideso.com/document/177221/download">https://www.nationalgrideso.com/document/177221/download</a>	2025-2035


