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To: [East Anglia ONE North](#); [East Anglia Two](#); [East Anglia ONE North](#); [East Anglia Two](#)
Subject: Sally Sturridge. Unique ref 20023726 EA1N - ENO10077 EA2 - ENO10078
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Attachments: [A12 talk final written version.docx](#)

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Dear Planning Inspectorate,

RE EA1N - ENO10077 and EA2 - ENO10078

Here is my written version of the five minute talk I gave to the virtual open floor hearing, 28th January 2021.

Kind Regards,
Sally Sturridge,
unique reference number 20023726

Sent from Windows Mail

The A12 simply will not cope with increased transport and traffic from EA1N and EA2 and the National Grid Interconnector, let alone 10 major Energy projects in and around Friston. It is the main north and south road connection between Great Yarmouth and Lowestoft in the North and Ipswich and the A14 to the South, it was de-trunked in 2001, handed to Suffolk County Council and deemed a lesser important road. It is single lane carriageway most of the way from Lowestoft to Wickham Market, then mainly dual carriageway to Ipswich.

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

Highways East of England Route Strategy 2017 states, "The region is highly dependent on the A12, as...the only major access North and South for communities and freight companies to Lowestoft and Great Yarmouth.....Congestion on the A12 is a potential barrier for Economic prosperity." No extra funding for that section of the A12 between Ipswich and Great Yarmouth has been received since 2017 and it remains inadequate for current vehicle movement. Large infrastructure projects such as The Third Bridge Crossing at Lake Lothing are planned at Lowestoft, with accompanying HGV's etc., (See below). Major roadworks, typically taking many years, and outside National Grid Venture's and Scottish Power Renewable's timeframe, are needed to cope with EA1N and EA2 alone. 10 mostly concurrent Energy projects and other Infrastructure projects would halt traffic on the A12 and impede windfarm links to the National Grid. www.eastsuffolk.gov.uk Ref 2 appendix, The A12 between Ipswich and Lowestoft, Background information. Also [https://en.m.wikipedia.org > wiki > A12_road\(England\)](https://en.m.wikipedia.org/wiki/A12_road(England))

The planned projects for Friston are:-

.EA1N Offshore Windfarm. Completion 2028.

.National Grid substation. Completion 2028

.EA2 Offshore windfarm. Completion 2028.

.Nautilus National Grid Ventures. Construction 2025-2028.

.Eurolink National Grid Ventures. Construction by 2030.

.Greater Gabbard Windfarm Extension (North Falls Offshore Wind Farm) SSE Renewables and RWE Renewables. Construction 2025-2030.

.Galopper windfarm Extension (Five Estuaries Offshore Windfarm) RWE Renewables. Construction by 2030.

. National Grid ESO. Sanctioned without DCO process. Construction by 2028.

.SCD2 – National Grid ESO. Construction by 2029.

.Sizewell C Nuclear Power Station. Construction 2022-2034. With decommissioning of Sizewell A and Relocation of Sizewell B.

Also EA3 www.scottishpowerrenewables.co East Anglia Three.

Sources

1. <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-one-north-offshore-windfarm/>
2. https://www.scottishpowerrenewables.com/pages/east_anglia_one_north.aspx

3. <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-two-offshore-windfarm/>
4. https://www.scottishpowerrenewables.com/pages/east_anglia_two.aspx
5. <https://www.nationalgrid.com/our-business/national-grid-ventures/interconnectors-connecting-cleaner-future#tab-1>
6. <http://sases.org.uk/wp-content/uploads/2018/08/National-Grid-Briefing-Note-interconnectors-Sizewell.pdf>
7. <https://www.nationalgrid.com/our-business/national-grid-ventures/interconnectors-connecting-cleaner-future#tab-2>
8. <https://www.peacockandsmith.co.uk/project/nautilus-eurolink-interconnector-projects/>
9. <https://www.northfallsoffshore.com/>
10. <https://fiveestuaries.co.uk/about/>
11. <https://www.nationalgrid.com/uk/electricity-transmission/document/134036/download>
12. <https://www.nationalgrideso.com/document/162356/download>
13. <https://www.eadt.co.uk/news/national-grid-proposed-ibn-suffolk-to-kent-transmission-route-1-6526632>
14. <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/>
15. <https://www.edfenergy.com/energy/nuclear-new-build-projects/sizewell-c>

Add to these increased traffic flow on the A12 from:

Planned expansions at the ports of Felixstowe and Harwich. <https://www.portoffelixstowe.co.uk> and <https://www.harwichandmanningtrestandard.co.uk> 12th November 2019 Expansion plans on the horizon for Harwich Harbour.

The third bridge crossing over Lake Lothing in Lowestoft. “The Gull wing crossing” will be the biggest infrastructure in the country for years and will take 2 years to build. <https://www.edp24.co.uk/news/politics/contractor-chosen-lowestoft-third-crossing-1-6863708> . Construction to begin 2021. <https://Suffolk.gov.uk/.../transport-planning/lake-lothing-3rd-crossing> and <https://www.bbc.co.uk> 26th August 2020 Suffolk “Lowestoft’s third river bridge gets county council approval.”

SPR state that construction of one substation) would require the delivery of up to two transformers, each classified as an AIL (Abnormal Indivisible Load) delivery. Wynns AIL study identified the loads as coming from Felixstowe or Lowestoft ports, via the A12. SPR say such loads “may lead to delays on the highway network”. With 10 projected substations the delays on the A12 will be considerable and should be taken into account as part of the cumulative effect in SPR’s Transport and Traffic feasibility study. <https://scottishpowerrenewables.comEA1N-DEVWF-ENV-REP-IBR-000295> Chapter 26 Traffic and Transport Page 27

EDF submitted an outline case to the Department for Transport to bypass Marlesford and Little Glemham on the A12. The council estimates two years of construction. MP Dan Poulter wants to include Stratford St. Andrew and Farnham. <https://www.eadt.co.uk/news/poulter-revives-four-villages-hopes-6907834>. <https://scottishpowerrenewables.comEA1N-DEVWF-ENV-REP-IBR-000295> Chapter 26 Traffic and Transport Page 32

SPR’s proposed Traffic lights at the Friday Street junction with the A12, will slow traffic on the A12 and cause tailbacks. SPR call this a temporary measure but state that it would be for the duration of construction work. Ref. ES Cabinet meeting 050121 SPR DCO item – neutral.docx.

<https://the.planninginspectorate.gov.uk> Written representation for SPR EA1N and EA2 PROJECTS (DEADLINE 1) Transport and Traffic page 2. Also <https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections> Suffolk's Energy Gateway (SEGway) consultation/Suffolk

Suffolk Coastal's local plan aims to build 11,000 new homes by 2036 adding to traffic congestion on the A12. Housing developments are planned at Bramford, Claydon, Barham, Felixtowe, 2000 homes at Martlesham Heath and 800 at Saxmundham, both including schools and recreation, a "Sustainable Urban Neighbourhood" at Kirkley Waterfront, with 1350 new homes and a retirement community, 3500 new homes north of Ipswich, a school and country park at Ipswich Garden Suburb delivering 3500 new homes, a new school and country park, another north of the town providing 1300 new homes, and DigiTex Science Park at Martlesham. <https://eadt.co.uk> > news > east-suffolk September 24th 2020 Updated October 13th 2020. <https://eastsuffolk.gov.uk> Development Strategy – East Suffolk Council

How will construction traffic travel through central Ipswich when the Orwell Bridge is regularly closed due to high winds?

National Planning Policy Framework (NPPF) states (paragraph 11) 'a presumption in favour of sustainable development' but paragraph 109 of the NPPF states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." The impact of 3 substations at Friston on the A12 would be severe but 10 Energy projects, combined with the council's infrastructure plans would be catastrophic. <https://www.gov.uk> National Planning Policy Framework, paragraph 11.

The planning inspectorate's reply to SPR 20 12 2017 Scoping Response states "The Scoping Report sets out that 'proposed developments with the potential to generate significant traffic' will be included in the cumulative impact assessment. The Inspectorate draws the Applicant's attention to Planning Inspectorate Advice Note 17 and would, expect the cumulative impact assessment to include all relevant developments, whether the individual development conclude significant effects alone or not. This should be clarified in the PEI." Once again SPR ignores any projects other than EA1N or EA2, even though most of the 10 projects are either SPR or NGV developments. <https://scottishpowerrenewables.comEA1N-DEVWF-ENV-REP-IBR-000295> Chapter 26 Traffic and Transport Page 7

SPR estimates 300 daily HGV journeys a day to Friston. EDF also estimates 300 HGVs to Sizewell. Add lorries, vans and cars and a combed conservative estimate is about 1000 vehicles per day, a more than 30% increase in traffic to the sites and on the roads. If you look at all ten aforementioned projects the numbers skyrocket. <https://scottishpowerrenewables.comEA1N-DEVWF-ENV-REP-IBR-000295> Chapter 26.6.1.5 Traffic and Transport page 55 (for EA1N alone).

SPR's Clarification of its' Transport and Traffic Assessment for EA1N EA2 and Sizewell C merely calls the cumulative effect "negligible". [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/ENO10077/ENO10077-002972-EXA.AS-EXA.AS-6.D2.V1%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20\(Traffic%20and%20Transport\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/ENO10077/ENO10077-002972-EXA.AS-EXA.AS-6.D2.V1%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note%20(Traffic%20and%20Transport).pdf) Traffic and Transport Cumulative Impact Assessment. 17th November 2020. Clarification Note. Sizewell Project CIA. (Traffic and Transport) Page 9 31-35

Scottish Power Renewables and National Grid Ventures have been misleading about the scope of their intentions, ignoring implications for the A12 and failing to take into account the cumulative

effect of the aforementioned 10 Energy projects. It is likely to turn Friston into a MAJOR ENERGY HUB. SPR has comprehensively failed to provide a feasibility study showing the cumulative impact on the A12 of increased Transport and traffic during construction of the 10, mostly concurrent, energy projects mentioned above.

Government's National Policy Statement for Energy Traffic and Transport stipulates "ensuring satisfactory arrangements for reasonably foreseeable abnormal disruption..."

<https://assets.publishing.service.gov.uk> Overarching National Policy Statement for Energy (EN-1) 5.13 Traffic and Transport Applicants assessment 5.13.3-5 and IPC decision making 5.13.8-11 pages 108-109

The A12 is already a badly managed road. Construction traffic for 10 huge Energy projects, mostly running concurrently, coupled with other major infrastructure plans, will make access to Friston via the A12 and A1094 all but impossible, be detrimental to the Government's Energy Plan and, as such, a National Problem.

Scottish Power Renewable's applications hide the true picture. They should be required to provide a feasibility study for Transport and Traffic on the A12, from Ipswich, Felixstowe and Lowestoft, which should include the cumulative effect of all 10 Energy projects plus the other very large infrastructure plans mentioned above. The inspectorate should reject the EA1N and EA2 applications until such a study has been produced and assessed.