

Good afternoon and thank you for letting me speak.

My name is Tim R-R. I live in Aldeburgh and am a DL of Suffolk.

As President elect of Aldeburgh Golf Club, I am amazed and concerned to hear that the use of the A1094, with a traffic light at Friday Street, is still considered an option for construction traffic. The road is clearly, totally unsuitable for 300 HGV movements a day. Aldeburgh Golf Club has courses on both sides of the road and crossing now requires great care particularly with the number of children involved. The road, at all points, is narrow with high banks in places allowing nowhere to escape. Cycling has become increasingly popular and an important tourism activity. That road is very busy with cyclists and is the only way for them to get to Snape and Orford. They would be mad to go on this road with that number of HGVs. The congestion on A12 and A1094 would be a major disincentive to visit. It is hard to believe that SPR have conducted a proper survey of the A1094 which would have to consider the seasonal effect on traffic. There is probably 4 times as much traffic in the summer holidays as at other times. I am sure enough has already been said about the unsuitability of this road. I would particularly support the presentations from Marianne Fellowes, Sarah Whitlock and John Trapp in this respect

Besides its safety concerns, the Golf Club also anticipates that, as with the loss of tourists identified in the DMO report, there would be an impact on their visitor numbers. We calculate that a reduction of 17% in visitors to the club would cost around £65k pa to the local economy. Drive time to and from a golf course is high up the list of reasons to visit or not to visit and, with 50% of members living outside Suffolk, the Club would be at considerable financial risk from a drop in membership. Aldeburgh Golf Club is currently ranked 74 in the best courses in the UK. It holds prestigious national and international events and, alongside the sailing the music and the landscape of the area helps to provide that mixture of the highest quality of activity that make the area so attractive for tourists and for retirement.

I was Harry Young's predecessor at the DMO, and would heartily endorse all that he has said about the risk to tourism and the local economy. It is true that the DMO survey reflected the effect of the combination of Friston and Sizewell developments but the stimuli used did not even include the possible effect on

the A1094 and traffic lights on the A12. It is interesting that EDF did conduct their own impact study and this showed similar results to that of the DMO.

The calculation of a possible reduction of 17% in visitor numbers in the DMO survey applies to the whole of the Suffolk Coast & Heaths area. This would be much higher for an area of 5 mile radius of Thorpeness and consequently have a disastrous effect on all the businesses in the area. I have heard it suggested that construction workers would replace the tourism spend. This is nonsense. Workers coming in by day are not likely to spend their money in that area and for those staying overnight, there is a huge difference in the amount spent per room by a couple on holiday compared to a single occupant who goes out to work.

SPRs reaction to the very thorough and professional survey conducted by the DMO is, frankly, thoroughly sloppy and shows disrespect to this whole process. They have not carried out their own impact assessment and, as Piers Sturridge pointed out the sites they have referenced in comparison to Friston in suggesting that there would be no detrimental effect are not comparable at all.

The disruption caused during the construction period is one thing. The lasting effect of not just these two substations but all the other energy related developments in the pipeline for Friston and Sizewell, which may last 10-15 years or more, will change the nature of the area for ever. The image created by the term The Energy Coast and demonstrated by the extent of development would make it extremely difficult for the area to regain its reputation as one of best leisure/tourism destinations in the country. Dr Gimson made a very strong point the other day, in drawing attention to the loss of human capital on top of GDP. In an area with a high level of retired people who have chosen to live here because of all that we know the area to currently offer, this proposal would surely have a seriously detrimental effect on their wellbeing. This has value that should be taken into account.

I am a supporter of wind energy, I do not believe that SPR have fully considered alternative, albeit probably more expensive, sites for their on shore infrastructure nor have they fully considered technologies for connecting to the grid that are already in operation elsewhere in Europe. However my main objection to this proposal is one of timing. How can this proposal be considered as to its effect on the local situation, other than in the context of all

that is being or about to be proposed. Surely a master plan for energy must precede an individual proposal. How can SPR make a traffic plan without considering the 8 possible further developments at Friston or that at Sizewell. No business concerned with minimising cost – which seems to be the primary objective of SPR - could operate in that way.

I really cannot emphasise enough the extent of the feeling of people living and working in Aldeburgh and surrounding villages in their concern about these proposals. I think SPRs communication with the local community – even in comparison with EDF – has been extremely poor and dismissive. We really must see and agree a strategy for all that is planned. No individual proposal should be considered outside such strategy.