



Offshore Wind Farms

EAST ANGLIA ONE NORTH

PINS Ref: EN010077

and

EAST ANGLIA TWO

PINS Ref: EN020078

As requested by ExA
Further evidence of ‘Other Projects’
Deadline 5 – 3 February 2021

by

SEAS (Suffolk Energy Action Solutions)

Unique Ref. No. EA1(N): 2002 4494

Unique Ref. No. EA2: 2002 4496



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As requested by ExA
Further evidence of ‘Other Projects’
Deadline 5 – 3 February 2021

SEAS would like to respond at Deadline 5, to the Examining Authorities repeated requests for additional evidence regarding other projects that will impact the cumulative effect on SPRs’ plans for EA1N and EA2.

FELIXSTOWE A FREEPORT

East Suffolk Council gives backing to Freeport East bid

In Felixstowe, approval would see a 68-acre logistics park developed, If the government backs the Felixstowe and Harwich bid, it could create up to 13,500 new jobs for the area over 10 years, while estimates are that it would deliver an additional 1.3million tonnes of international trade volume and £66.4m in gross value added.

SEAS Comment: 10 years of construction at the point of entry for many of the materials required for EA1N and EA2’s construction would add to the cumulative effect traffic congestion and air pollution.

<https://www.portoffelixstowe.co.uk>

FESTIVALS

There are an incredible number of festivals throughout the year in Suffolk Coastal.

These bring in an enormous amount of revenue, but they also bring vehicles.

Tickets sold amount to well over a million pounds.

Aldeburgh Carnival - August - 15,000

Aldeburgh Food and Drink Festival - September - 30,000

Aldeburgh Documentary Festival - November.

Aldeburgh Literary Festival - March

Aldeburgh Music Festival - June -20,000 tickets

Folk East festival – August - 9,000

Latitude Festival – July - 35,000

Snape Proms – August -20,000 tickets,



Car rallies – From June to September
Biker rallies - From June to September
And many more not mentioned here.

The access to these events is East Suffolk's main artery the A12. Roughly counting 2 ticket holders to a car plus 50 support service vehicles per event you can guarantee that there will be in excess of 50,000 vehicle movements up and down the A12. The A12 will become so congested the traffic will move at a snail's pace.

REP3-146 - DEADLINE 3 – 15 January 2020

SEAS would like to respond, as requested, at Deadline 3 to the ISH2 Hearings Action Points

SEAS believe that all ten projects should be included in any cumulative impact study. We do not accept any reasoning made by ScottishPower Renewables or National Grid for omitting any of these projects as defined in Appendix One of our Written Representation submitted at Deadline 2 and included below. ¹

ISH 2 Action Point 7- Other Projects - I'd like to bring to your notice that developers are planning 800

homes to be built in Saxmundham (at the same time as EA1N, EA2, Sizewell, and the six other known wind farm connection projects) adding to the air pollution, transport and road cumulative impact. ²

DEADLINE 1 SUBMISSION – 2 November 2020

ExQ1 – 1.14.6 – OTHER PROJECTS – CUMULATIVE IMPACT

¹ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002779-DL1%20-%20SEAS%20\(Suffolk%20Energy%20Action%20Solutions\)%20Campaign%20Group.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-002779-DL1%20-%20SEAS%20(Suffolk%20Energy%20Action%20Solutions)%20Campaign%20Group.pdf)

² <https://www.eadt.co.uk/news/housing/saxmundham-garden-neighbourhood-latest-plans-6691518>

Question 1.14.6 - OTHER PROJECTS

Relevant projects and effects for cumulative impact assessment purposes: other projects: Are there any other projects that are not documented in the ES and are not grid connection projects at Friston (ExQ1.14.5) that are relevant and need to be considered by the ExA?

1. Summary

The Northern part of the A12 is the main arterial road between the Ports of Felixstowe and Lowestoft where most construction materials arrive for new infrastructure in East Suffolk. The A12 is a dangerous road, the section between Ipswich and Lowestoft was de-trunked in 2001 and therefore passed control over from Highways England to Suffolk County Council, and is why this section is primarily single carriageway and poorly invested in, therefore the A12 has only now been labelled as a main trunk road between Brentwood and Ipswich with the Northern half after the A14 being deemed a non-primary extension, and a lesser important road.³

Along this poorly equipped road are many impending infrastructure projects, such as major road junction alterations at Martlesham and Woodbridge, 2000 new homes at Adastral Park, Park and Rides at Wickham Market and Darsham, a new bridge in Lowestoft and, after Brexit, increased trade at Felixstowe Container Port. Even with the addition of widened roads and new junctions, the heavy construction traffic associated with Sizewell C and SPR's two projects at Friston will only serve to bring everything to a standstill, not to mention what will happen with the other projects mentioned in EXQ1 - 1.14.5

The basic problem of course is that a rural County like Suffolk does not have an infrastructure capable of supporting the level of building and heavy construction suggested and the traditional 'industries' like agriculture, tourism and fishing will unfortunately become the casualties.

2. Port of Felixstowe

The Port of Felixstowe is Britain's biggest and busiest container port, and one of the largest in Europe.⁴

The port handles more than 4million TEUs (Twenty-foot Equivalent Units) and welcomes approximately 3,000 ships each year, including the largest container vessels afloat today – crucially, the port provides some of the deepest water close to the open sea of any European port. Around 17 shipping lines operate from Felixstowe, offering 33 services to and from over 700 ports around the world.⁵

“As well as improving our ro-ro (roll-on roll-off) traffic we are continuing to upgrade our containerised capacity,” he added, “and are ready to cater for increases in trade with the rest

³ [https://en.wikipedia.org/wiki/A12_road_\(England\)](https://en.wikipedia.org/wiki/A12_road_(England))

⁴ <https://www.portoffelixstowe.co.uk/>

⁵ [ibid.](#)

of the world as a result of new trade deals struck following our exit from the EU.” – Clemence Chang, CEO at the Port of Felixstowe and executive director of Hutchison Ports.”⁶

SEAS comment: Much of the Construction Materials for the Energy projects connecting to Friston and for Sizewell C will come through Felixstowe. Increases of trade will surely translate into an increase in traffic to and from the port, making use of the A14 and A12. The Orwell Bridge on the A14 is the only access for HGVs to get onto the A12 North or South. Should the bridge be shut (as can be the case) for any reason (high winds, accidents), the tail backs can be for many miles. The only other route to join the A12 is through the town of Ipswich which can become grid locked for hours.

3. East Suffolk Housing Development:

“We will aim to maintain a rolling 3-year plan of realistic development opportunities which will include enough sites to meet the HRA (Housing Revenue Account) Business Plan projection of 50+ units a year. We seek to identify a pipeline of sites looking forward 3 years which will include undertaking strategic reviews of areas where there are significant Council land holdings.

We will also seek to provide homes for shared ownership (a form of low-cost home ownership). The Council’s Strategic Housing Market Assessment report has identified of all the homes required by 2036 the need for this type of tenure is not insignificant (9% within the former Waveney area and 7% within the former Suffolk Coastal area). Our own shared ownership units will help meet this need and will attract grant funding from Homes England as well as helping to cross subsidise the rented housing being provided by us. We have received funding from Homes England’s SOAHP programme (2016-21) to build a small number of shared ownership homes over the next 3 years to 2021 ensuring a range of housing solutions are provided for our local communities.

Our new homes programme within the HRA is budgeted to deliver 257 new affordable homes by 2022/23.⁷

Plans to create **187 new homes in Leiston** are one step closer to being built after the development site was acquired by a housebuilder (Persimmon Homes). Outline planning permission for sites on Abbey Road and St Margarets Crescent, which would see the construction of 100 and 77 homes respectively, have been granted but no work has yet begun.⁸

Suffolk Coastal needs to deliver 10,476 homes by 2036 at a rate of 582 a year; Waveney needs to deliver 8,223 at a yearly rate of 374.”⁹

4. Martlesham Housing Project:

Brightwell Lakes will consist of 2,000 homes, including affordable homes and accommodation for elderly people, off the A12 at Adastral Park.¹⁰

⁶ <https://www.seatrade-maritime.com/ports-logistics/port-felixstowe-eyes-more-ro-ro-traffic-post-brexit>

⁷ <https://www.eastsuffolk.gov.uk/assets/Housing/Housing-Development-Strategy.pdf>

⁸ <https://www.eadt.co.uk/news/plans-for-187-homes-saxmundham-road-leiston-1-6617056>

⁹ <https://www.eadt.co.uk/news/suffolk-and-north-essex-housing-plans-mapped-1-6450714>

¹⁰ <https://www.ipswichstar.co.uk/news/martlesham-heath-20-million-government-funding-1-6352569>

There will be four points of access from the A12, Ipswich Road and the Northern Quadrant of Adastral Park.

5. Road Improvements to accommodate Martlesham Housing Project:

Investment to A12 / Main Road Roundabout to improve capacity and safety (specific upgrade TBC) Martlesham Industrial Park access to receive.

£2M investment to incorporate smart traffic signal access/ egress onto the A12. This new facility will equalise the priority of movements and relieve pressure on local roads. Discussions are ongoing with Suffolk County Council to determine what improvements within the Industrial Park are possible.

£2M Investment to Adastral Park Roundabout to convert into traffic signal crossroads.

£2M Investment to Foxhall Roundabout to convert into traffic signal crossroads.

The masterplan includes:

A range of up to 2,000 new homes • A primary local centre, centrally located and overlooking the lake, including a range of shops, community, food and drink uses • A secondary local centre, so that all residents can walk to a local shop • A new all through school, catering for children ages 3-18 • A new healthcare facility • A community centre • Small extension to the Brightwell Barns employment area for local businesses • A variety of walking and cycling routes including those for dog walkers (the longest of the on-site routes is 7km) • Generous buffer planting around northern / eastern / southern edges (approximately 20m in width) to screen new development and protect views and setting of surrounding landscape. • 34 hectares of accessible green space, including playing pitches, woodland, grassland, heathland, *beach* and picnic area, play areas for all ages and trim trail; • Allotments / community orchards¹¹

Collisions and fatalities:

“In the four years to 2019 there were over 150 people killed in crashes on Suffolk roads and over 1,200 people in Suffolk were seriously injured. The majority of these were clustered around towns and villages – that is 40mph roads or less.”¹² - Councillor Robert Lindsay, transport spokesman for the Liberal Democrats.

Construction traffic will all be funnelled through Martlesham, Woodbridge, Marlesford, Little Glemham, Stratford St Andrew, Farnham and Snape as they make their way along the A12 and the A1094. Along this route the speed limit changes in the following order: 70mph, 40mph, 30mph, 50mph, 30mph, 50mph, 40mph, 30mph, 60mph before reaching the B1069 junction (Black Heath Corner). This spectrum signals the essential rural nature of a landscape dotted with villages and highlights the inadequacy of the road to support mass industrial projects.

6. EDF's Park and Ride Scheme:

¹¹ <https://www.brightwell-lakes.co.uk/downloads/adastral-park-exhibition-boards-2017.pdf>

¹² <https://www.eadt.co.uk/news/suffolk-20mph-speed-limit-motion-rejected-1-6896996>

EDF has proposed two Park and Ride projects for workers traveling to and from the Sizewell C site: one in Wickham Market/Hacheston and another in Darsham. Under the proposals the Wickham Market/Hacheston site would have parking for around 1,250 cars, 10 buses or vans, 80 motorcycles and 20 cycles.

When construction work is at its peak the site would be running for seven days a week. Once the site is no longer needed EDF propose that it would be removed.¹³

7. EDF's A12 Bypass:

A12 – “we have developed our proposals for mitigating traffic impact at Farnham and now have four options: no change; widening the road at the Farnham bend; a one-village bypass of Farnham; or a two-village bypass of Farnham and Stratford St Andrew (at the request of Suffolk County Council).¹⁴

However, residents of Wickham Market have stated in a survey “their overwhelming preference for a four villages bypass to the north of Wickham Market” instead of simply the two-village bypass currently proposed by EDF. – Central Suffolk and north Ipswich MP Dr Dan Poulter. 83% stating that they were worried about the extra traffic the site would bring”.¹⁵

8. Lowestoft and Great Yarmouth enterprise zone

In August 2011 the [New Anglia Local Enterprise Partnership](#) (NALEP) bid to create one of the UK's 21 enterprise zones in Lowestoft and Great Yarmouth was **accepted** by Government.

This offers Lowestoft and Great Yarmouth to make the most of opportunities presented by the growing offshore wind industry, delivering jobs and regeneration to the two towns.

Key facts

- Energy is the key economic sector for the enterprise zone.
- The enterprise zone is made up of six sites; two in Great Yarmouth, three in Lowestoft and one in Beccles.
- These sites will benefit from a business rate discount for eligible businesses for five years, simplified planning procedures and greater Government support for high speed broadband.
- 9,000 new jobs are forecast for the Enterprise Zone by 2025, with a further 4,500 indirect jobs created, helping to reduce local unemployment.¹⁶

9. Gull Wing Crossing Lowestoft

¹³ <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

¹⁴ <https://edf.thirdlight.com/pf.tlx/qzNqzKpqCsPF3>

¹⁵ <https://www.eadt.co.uk/news/dan-poulter-raises-concerns-over-sizewell-transport-1-6027782>

¹⁶ <https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects/lowestoft-and-great-yarmouth-enterprise-zone/>

Construction work is scheduled to begin in the spring of 2021, with the bridge opening in the summer of 2023.

The Gull Wing will be Suffolk's most significant infrastructure development in years and is one of several substantial projects set to transform Lowestoft. Farrans has now been unveiled as the winning contractor, with the £76m contract to commence later this year.

The bridge will be Lowestoft's third crossing over Lake Lothing.¹⁷

10. Lowestoft Port Energy Hub

“We expect the concept of an Energy Hub to be realised in the next few years

- Whilst clearly still at a formative stage, an architect's impression of the development is provided at Figure 18. The former Shell Base site on Shell Quay at the western end of the Inner Harbour is an ideal location, with large developable areas and quayside frontage suitable for offshore wind support vessel berthing. Demolition of the existing buildings with a view to preparing the required development land has already commenced.
- The relatively shallow water depths in this part of the harbour do not represent a constraint for CTVs and, depending on customer demand and requirements, finger pontoons may be installed to facilitate loading/ unloading operations.
- **We believe the Port will provide an attractive location for (amongst others) wind farm construction/ O&M coordination facilities and/or supply chain activities.”**¹⁸

SEAS Comment: Essentially much infrastructure work will be carried out on the port itself in the coming years, necessitating access for construction vehicles along the A12. An 'Energy hub' will require major work and this will be taking place concurrently with EA1N/2 plans.

11. East Anglia 3 (EA3)

ScottishPower Renewables announced that EA3 windfarm is likely to be built at the same time as EA1N and EA2. The applicant has not taken into consideration the possible transport issues associated with EA3.¹⁹

12. Other Projects Cumulative Impact

The traffic associated with the thousands of new homes will fill the roads irrespective of the proposed road improvements at Martlesham and Woodbridge. The additional heavy

¹⁷ <https://www.edp24.co.uk/news/politics/contractor-chosen-lowestoft-third-crossing-1-6863708>

¹⁸ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000950-Associated%20British%20Ports%20-%20Annex%201%20-%20The%20Port%20of%20Lowestoft%20Master%20Plan,%20Consultation%20Draft%20\(April%202019\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000950-Associated%20British%20Ports%20-%20Annex%201%20-%20The%20Port%20of%20Lowestoft%20Master%20Plan,%20Consultation%20Draft%20(April%202019).pdf)

¹⁹ <https://www.modernpowersystems.com/features/featurethe-31-gw-east-anglia-hub-project-7768878/#:~:text=On%20completion%20the%20East%20Anglia%20Hub%20will%20consist,expected%20to%20start%20in%202022.%20East%20Anglia%203>



construction traffic associated with the Sizewell C and SPR and National Grid projects at Friston, will only serve to bring everything to a standstill. This in turn will negatively affect agriculture and tourism which will be vitally important once the power generation projects have been completed as they will only offer a low number of job opportunities once they are up and running.

The Application does not address many of these 'other projects.' They need to be taken into consideration along with all the Energy Projects potentially linking to the National Grid substation at Friston – ExQ1 – 1.14.6.

Given the above and the Government's intention to continue with offshore wind power on an ever-increasing scale, it is even more vital that attention is also given to creating onshore substation and converter hubs in easily accessible brownfield sites that have modern, purpose-built highways to accommodate their construction and future development. A joined up offshore and onshore structure in order to prevent more and more land in this region being taken to support an industry of "independent" power projects.

End